

GALT TRAFFIC



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WINTER HOURS IN EFFECT 8 am to 5 pm

THE ULTIMATE FANTASY

"We used to watch 'em fly over when I was stationed in Germany. They would darken the sky, there were so many. I'd think, boy, somebody'll really catch hell today! I often wondered what it would be like to be up there in one", said Art Galt describing Allied bomber formations over Europe more than fifty years ago. He was preparing to board "Aluminum Overcast", the EAA's B-17G, at Aurora Airport Saturday, October 18.

Art, as a guest of EAA Chapter 932, along with members Neil Anderson, Ron Dopke, Raleigh and Susan Kick, Bill Ott, Chris Rogers and John Wise, fulfilled that "ultimate fantasy" as they each took a turn at the controls in the left seat of the B-17 during the hour long flight in the beautiful, crisp, cobalt blue autumn sky of northern Illinois.

If you could have seen the grins on this group of 'ten-charlies' as they deplaned, you would have no doubt that everybody got their money's worth!

The B-17 flights are an ongoing program of EAA, Oshkosh. If you would like detailed information, call John Wise at 815-653-3966.

SPEAKING OF WINTER...

Air cooled engines do not like cold weather. They're hard to start, hard to keep running and easy to damage in the winter. The guidelines for Galt Aircraft may be of interest to other owners:

- <30 F No 'power off' maneuvers
- <20 F Winter fronts reqd. - preheats reqd.
- <10 F No multiple T.O.s & Lnds.
- < 0 F No flying

Winter fronts should be removed when temps. are above 25 F. If an engine sits for more than two hours in below 20 F temps., it should be preheated again. How much snow, ice or frost can you tolerate? (If your answer is anything more than "none", you are a

test pilot and we hope you are being paid a lot of money for such risky business). Especially important are wing leading edges and all flight control surfaces.

Be on the lookout for frozen: pitots; static ports; wheel brakes; wheels in wheel pants; locks; controls & tabs; fuel sumps - (if you do get it to drain, you may not be able to stop it); L.G. safety switches; and anything else that may be adversely affected by ice or snow. If you can't remove the contamination with your hands or a soft cloth, there are only two satisfactory methods of de-icing an airplane: Heated glycol treatment, or thawing in a heated hangar. Even if you start off "clean" beware of slush thrown onto the airframe and landing gear by the wheels.

Keep your fuel tanks full to minimize condensation. Stay off turf in winter and early spring and watch out for patches of ice or packed snow when maneuvering on runways, taxiways and ramps.

The winter months offer some of the best flying to be had, but extra care must be exercised.

Engine preheats are available at Galt for \$15 and De-icing in the heated hangar for \$25. Please give as much advance notice as possible.

EAA 932 LOOKS AHEAD TO '98

At it's October meeting, EAA 932 members began to map out an activities calendar for 1998. Some of the highlights are:

Monthly meetings: 10 am, 3rd Sat. at Galt. 50/50 raffle each meeting and fly-out to lunch. Drive if weather prevents flying.

Flying Start & Young Eagles: More of each next year, maybe monthly. To be finalized. Earl Pankonin had a good idea for a water flying seminar in early spring which we expect to do.

Fly-outs: We're planning monthly fly-outs. Destinations include: EAA Nor.Cen. Reg'l. Fly-In, Steersman Fly-In, Champion Factory Fly-In, EAA Museum at OSH, Sturgeon Bay (tour ship works), Broached Fly-In, Aviation Expo at DSM, and others.

Other events: Pig Roast, Volunteer work day at OSH, two big raffles, host-airport appreciation day, Bomb drop and weenie roast & Christmas party. Events will be finalized by year's end. **Why not join us for some fun and 'camaraderie' in '98? Come to our next meeting, Sat. Nov. 15, 10 am.**

AIR MUSEUMS

Would you believe that there are over 800 air museums in the USA? Well, the IRS does, and it seems there really are. (This doesn't include aircraft in city parks and at restaurants, etc.).

NH, VT, RI, and W.VA each have one. CA and TX are tied for first place with 52 each and FL is third with 32. Closer to home, the numbers are:

MN-13	WI-10	MI-21
IA - 12	IL - 25	IN- 20

What a gold mine for an editor running out of ideas! Some "museums" contain artifacts only, or as little as one airplane undergoing restoration -- an example is Mike Kellner's B-17E project, (the one that used to be at Galt), near Marengo, (815-568-9464).

The closest is The *Blackstone Aeroplane Collection* located near Harvard, two miles north of Chemung. The grass strip is private and fly-ins are not welcome because of liability considerations. Mr. Richard C. Hill, (815-943-7205), welcomes serious aficionados by appointment only. (A great idea for a short field trip after a Chapter meeting). His collection includes a beautifully restored T-50, "Bamboo Bomber", an E-2, J-2, PA-20 and PA-22.

Many are not located at airports, like the Museum of Science & Industry in Chicago, (312-684-1414), whose new "centerpiece" exhibit is a former UAL B-727. They also have other aviation type goodies: Apollo 8; Curtis Pusher; F-104C; HH-3; HH-52A; JN-4D; JU-87B; Spitfire Mk.1A; and others, plus enough other stuff to keep you occupied for a good long day -- or more.

Some have hours, some are open by appointment only, some charge admission and some are free, so call ahead for details.

The following are air museums in Illinois that one may fly into. Again, call ahead for details. The list is from *Guide to Over 800 Aircraft Museums - 17th Edition* by Mike Blaugher. Write him for a copy at 124 E. Foster Pkwy., Fort Wayne, IN 46806-1730 (Phone 219-744-1020) Send \$7.00 + \$1.50 s&h.

(Lists of displays are incomplete)

Belleville BLV (Scott AFB) 618-256-1110
C-45J; T-39A; C-140 BLV is the USA's newest big airport, new name, "Mid America". It wants to be to St. Louis what Midway is to Chicago.

Bloomington BMI Prairie Av. Mus. 309-663-7632
A-7; AH-1J; B-25; DC-3; T-33; T-38

Cahokia/St. Louis CPS (Parks Col.) 618-337-7500
Parks P-1; AT-6; C-310/320; QU-22; T-33; T-39; H-1; (aircraft and artifacts scattered around campus)

Chicago C.A.F. Gt.Lks.Wing 708-895-9256
C-47; C-49; JU-52; Aircraft are at **GYG** (Gary, IN.)

Chicago/St. Charles DPA 708-584-1888

A-26; B-25; F-86; Sea Fury; J-3; P-47 (1/2 scale); P-51; PT-17; T-28; T-34; T-39; TBM

Lincoln 3LC Heritage In Flt. Mus. 217-732-3333
A-7E; C-45; F-4B; H-1H; H-13T; L-16; L-17; T-33A

Rantoul 215 Chanute Aerospace Mus. 217-893-1613
A-4F; A-7D; B-25J; B-47E; B-52C; B-58A; B-66D; C-47K; C-97G; C-121K; C-130E; C-133A; F-4C; F-15; F-84F&G; F-86; F-100C&D; F-101B; F-104C; F-105B&F; F111A; JN-4D; H-1B; HU-16A; O-2A; P-51H; T-6C; T-33A; T-38A; T-39A, & several space craft.

Rockford RFD Courtesy A/C 815-229-5112

Restorations in progress and A/C for sale.

Springfield SPI Air Combat Mus. 217-525-2170

F-4; F-84F; F-86F; Pietenpohl Air Camper at Term'l.

Urbana C16 Frasca Air Mus. 217-367-8441

F4F; P-40E; Luscombes; Travelair; Waco.

FIRST SOLO / NEW RATINGS

Congratulations to our new 'soloists': **Todd Rishling** (9/26); **Aaron Rector** (10/1); **Bob Danforth** (10/14); **Dan Bell** (10/16); **Jim Greene** (10/17) ...also to 'privates' **Chuck Moran** and **Chris Horne**, and an add on rating for **Chip Long**.

LOST & FOUND

We have a green sweatshirt, keys on a helicopter fob, sun glasses, and various other items. Please check our 'lost and found' in the office.

JOIN NOW: AOPA 1-800-USA-AOPA

JOIN NOW: EAA 1-800-JOIN EAA

NOVEMBER CALENDAR

Fly-ins and outs & \$100 Pancakes

"Is there a Fly-In near, or around the bend?"

"No, they've all gone south for the winter, my friend."

If you're headed south or west, check the calendar in the current issue of *Sport Aviation*

1998 PLANNER

Apr 19 - 25 Sun 'n Fun Lakeland, FL

Jul 18 & 19 United States Airshow Dayton, OH

Jul 29 - Aug 4 Oshkosh '98 Oshkosh, WI

Sep 7 - 13 Farnborough Int'l. '98 U.K.

Sep 17 - 20 Reno Air Races Reno, NV

Oct 23 - 25 AOPA Expo '98 Palm Springs, Ca.

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